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CONCEPT OF OPERATIONS FOR THE IDEALIST/JACKSON PROGRAMME

Appendix:

- 'A' Deployment to [REDACTED]
- 'B' Deployment to [REDACTED]
- 'C' Deployment to [REDACTED]
- 'D' Radii of Action - Middle East.
- 'E' Radii of Action - Far East.
- 'F' Logistic Requirements.

INTRODUCTION

This paper is intended as a means of presenting to Headquarters [REDACTED] in an acceptable form, the various operational considerations inherent in the mounting of Jackson/Idealist missions.

2. So that the information may be presented in a logical pattern it has been necessary to assume various hypothetical areas for future operation. Assumptions have been made also with regard to the likely period of operational liability.

AREAS OF INTEREST

3. The following areas have been selected as being of possible mutual interest for future operations:-

- (a) The Middle East. The area of the Middle East including specifically [REDACTED]

- (b) South East Asia. The general area of South East Asia including specifically [REDACTED]

- (c) [REDACTED]

OPERATIONS LIABILITY PERIOD

4. In order to provide typical details for the deployment, staging and logistic requirements, the problem has been examined so as to

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cover two separate types of operation:-

- (a) Deployment to a forward base of one aircraft and two pilots with the intention of mounting one mission followed by subsequent rapid withdrawal.
- (b) Deployment to a forward base of two aircraft and four pilots with the intention of mounting ten missions during a thirty-day period.

JUSTIFICATION FOR A JOINT APPROACH

5. The Headquarters Idealist concept of operations includes the 'fast move' for staging to a forward base. The main reasons for this are:-

- (a) Security.
- (b) Aircraft Serviceability.
- (c) Possible limited political clearance or agreement for the use of a particular staging base.

6. In order to achieve this fast move concept [REDACTED] 25X1C8a  
fatigue down to an acceptable level, it has been found necessary to position one pilot, for each aircraft, at each staging base en route to the forward base. Reference to the staging examples at Annex's A, B & C will show that there are invariably at least two stagings involved. The penalty for this in terms of pilots required is considerable and the following points become self evident:-

- (a) It will not be practicable to employ the fast move concept using Jackson pilots alone.
- (b) Now that Detachment 'G' has been reduced to an effective strength of six pilots it may be necessary, at least for certain areas of operation, to use Jackson pilots for ferrying on Idealist operations.

7. The foregoing paragraphs point to the logical solution to the operational problem, namely, a joint integrated programme based upon the following three types of activity:-

- (a) A mission or missions which for political considerations may be flown only by Idealist pilots but for which Jackson pilots may participate in the staging.
- (b) A mission or missions which for political considerations may be flown only by Jackson pilots but for which Idealist pilots may participate in the staging.

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- (c) Joint missions for which there is full integration of Jackson/Idealist pilots in those areas where this is politically acceptable.

8. In order to implement a joint programme of this nature a much closer working liaison would be necessary at all levels and particularly at the operational levels, than is in effect at the present time. The re-introduction of the Idealist/Jackson reporting procedures would also be a pre-requisite.

RECENT DEVELOPMENTS AFFECTING CAPABILITY

9. The J.75 Engine. Detachment 'G' now has two aircraft fitted with the J.75 engine [REDACTED]. There will be a total of five aircraft so fitted by about March, 1962.

10. Performance. The following are some realistic planning figures for aircraft with full fuel load. They serve to highlight the essential differences in performance between the [REDACTED] and [REDACTED].

- (a) [REDACTED] Initial level out at 62,500' after 35 minutes, reaching [REDACTED] when 200 gallons fuel remain. T.A.S:-415 Knots. Range:- [REDACTED] Nautical miles.
- (b) [REDACTED] Initial level out at 66,700' after 35 minutes, reaching [REDACTED] after 3 hours 12 minutes. T.A.S:- 395 Knots. Range:- [REDACTED] Nautical miles.
- (c) When flying for range the [REDACTED] cruises at [REDACTED]. However, it can reach [REDACTED] after 5 hours and cruises at that altitude for a total distance of [REDACTED] nautical miles at which point there will be 100 gallons of fuel remaining.
- (d) The maximum altitude profile for the [REDACTED] reaches [REDACTED] with 200 gallons of fuel remaining after 7 hours. Range is [REDACTED] nautical miles to 100 gallons remaining.



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12. In-Flight Refuelling. Detachment 'G' now has one [REDACTED] fitted for I.F.R. There will be a second [REDACTED] so fitted by December, 1961. In-flight trials have been completed successfully and it is hoped to start pilot training on the Unit in the near future. It is expected that only a certain number, probably some fifty-percent of the pilots in the Unit will be checked out in I.F.R.

BASES

13. The suitability of bases from which to operate in the areas under review has been considered in the light of:-

- (a) Possible radius of action.
- (b) Security of use.
- (c) Possible approval for use in the project.
- (d) Facilities.

The accent has been placed on the use of [REDACTED] bases as it appears that for the areas of the world under review such bases are eminently suitable.

The Middle East.

14. [REDACTED] is the most suitable in the Middle East area. It is located in a sparsely populated area well away from towns and the problem of foreign labour on the airfield is at a minimum. The resources in terms of housing, feeding, technical accommodation and storage facilities are adequate and the runway is excellent. It is well situated for coverage of the areas of interest; reference to the radius of action charts at Annex 'D' will make this point clear.

*Appendix*

South East Asia.

16. The entire area of interest in South East Asia, including Indonesia, can be covered from two bases, [REDACTED]. The former is a [REDACTED] base and it has all the necessary facilities, the latter is a joint [REDACTED] Civil operated

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airfield which is suitable in all other respects. It is of interest to note that [REDACTED] of Strategic Air Command have been operating from [REDACTED] Bases during recent months in an overt operation; this fact could be useful in formulating the cover story.

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#### Alternatives.

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17. If the use of [REDACTED] bases as outlined in paragraphs 14, 15 and 16 is unacceptable, the only alternatives envisaged at this time are the United States bases at [REDACTED]. Neither of these two bases is considered to be as suitable in all respects as those already proposed.

#### Radius of Action.

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18. Radius of action circles for all of these bases are at Annex 'D' & E. The circles are all based on 1000' miles; this can be extended depending upon the amount of time to be spent on photography on a particular mission. [REDACTED]

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#### Some Special Considerations.

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19. General. The logistic problem, including the prepositioning of fuel, is largely the same whether a United States or [REDACTED] base is used, however, there are bound to be certain administrative and security matters which will require detailed examination; it is not anticipated that any of these problems will be difficult to resolve.

20. Communications. The provision of an adequate communications system is vital for this operation. In the Middle East area it is anticipated that adequate facilities can be provided by positioning CW staging kits at the base or bases concerned and by utilizing existing communications networks. However, the Far East area poses a more difficult problem because of the distances involved and the various deleterious tropical effects on radio transmissions. The positioning of suitably powered CW radio facilities may be required at the operational bases. When approval in principle for the use of these bases has been given it will be necessary to study the communication problem in detail with all the information on existing channels of communication available.

21. For planning purposes it should be assumed that, particularly in the Far East, a period of up to two months prior to deployment may be required in order to set up adequate communications.

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PROCESSING FACILITIES

22. Unless there is an urgent requirement for interpretation of photography, it is assumed that the film would be sent to the United States for processing so that advantage may be taken of those facilities which afford the maximum quality of reproduction. However, there are two processing units overseas which would be available for use, one situated in [REDACTED] Both of these units are operated by the Strategic Air Command. 25X1A6a

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